



Table 1

2 / 7

	MB E320	MB E200
driver/co-driver	229/269 HIC	1238/200(oM)
Head deceleration	38/44 g	83/35 (oM)
Head-inclined angle	5/30°	-/-
Chest deceleration	40/35 g	64/36 (oM)
Pelvis deceleration	43/50 g	50/49 (oM)
Femur-force	2200/1200 N	1480/2140
Seat-belt force	3000/3800 N	8220/8380
Airbag	67/150 litre	none

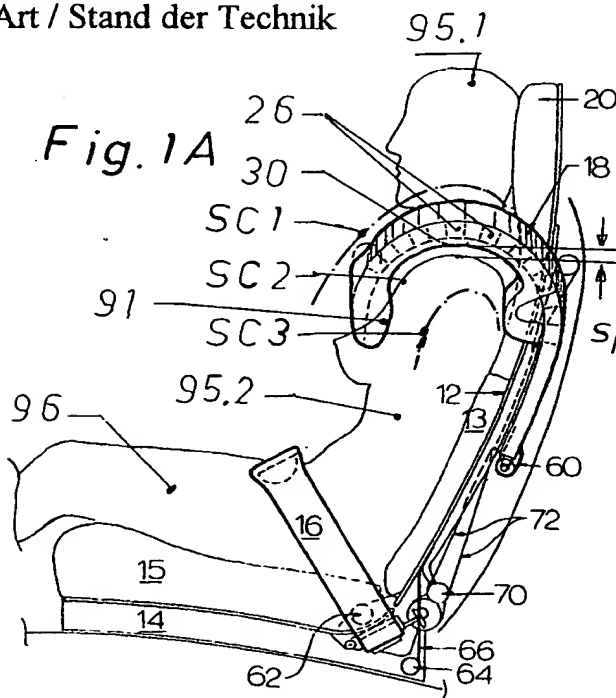
oM = I presume, that the test data is beyond the range.

Table 2

	yaw angle O of driver/co-driver
MB SLK®	100 / nR
MB 230E® % MB 230E®	40°

nR= no test result

Prior Art / Stand der Technik





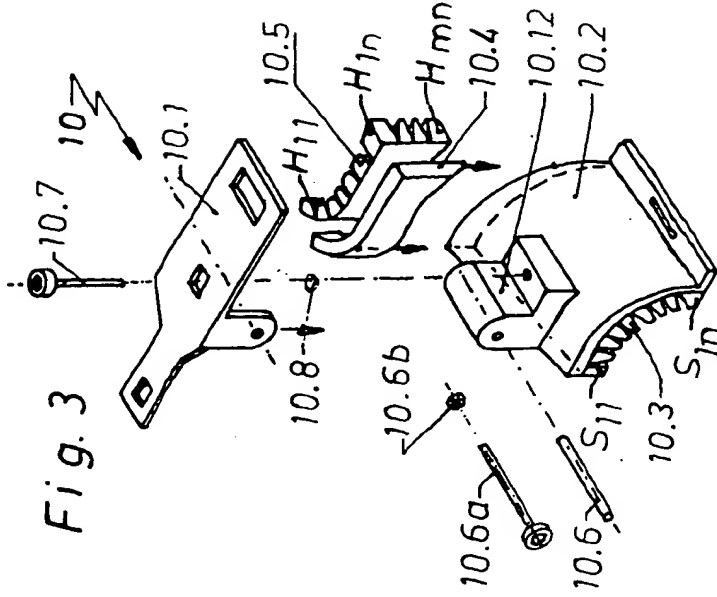


Fig. 3

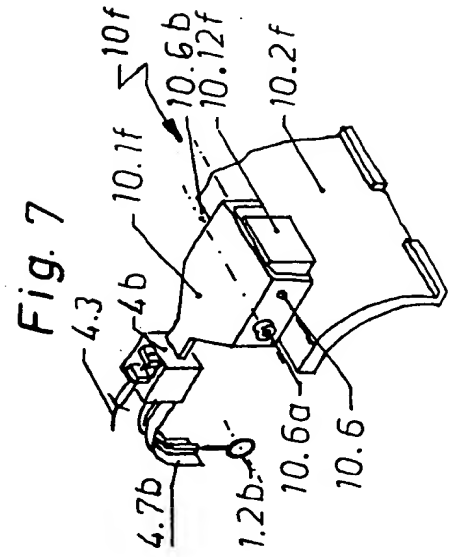


Fig. 7

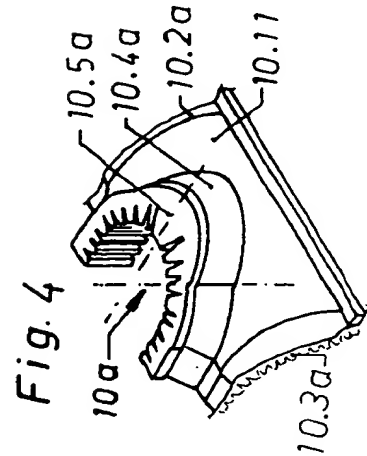


Fig. 4

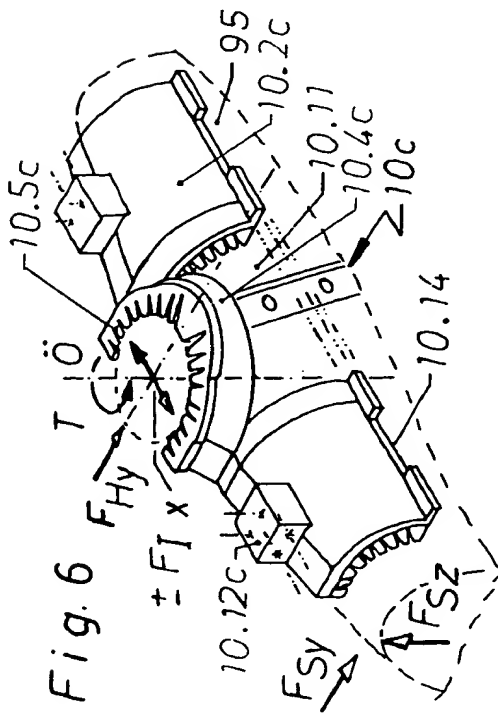


Fig. 6

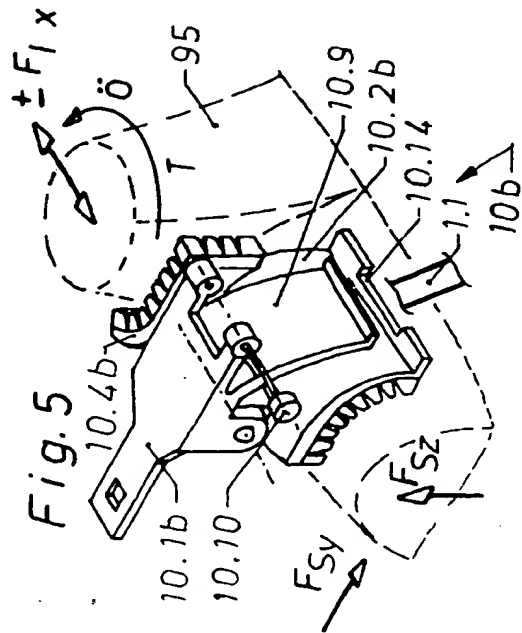
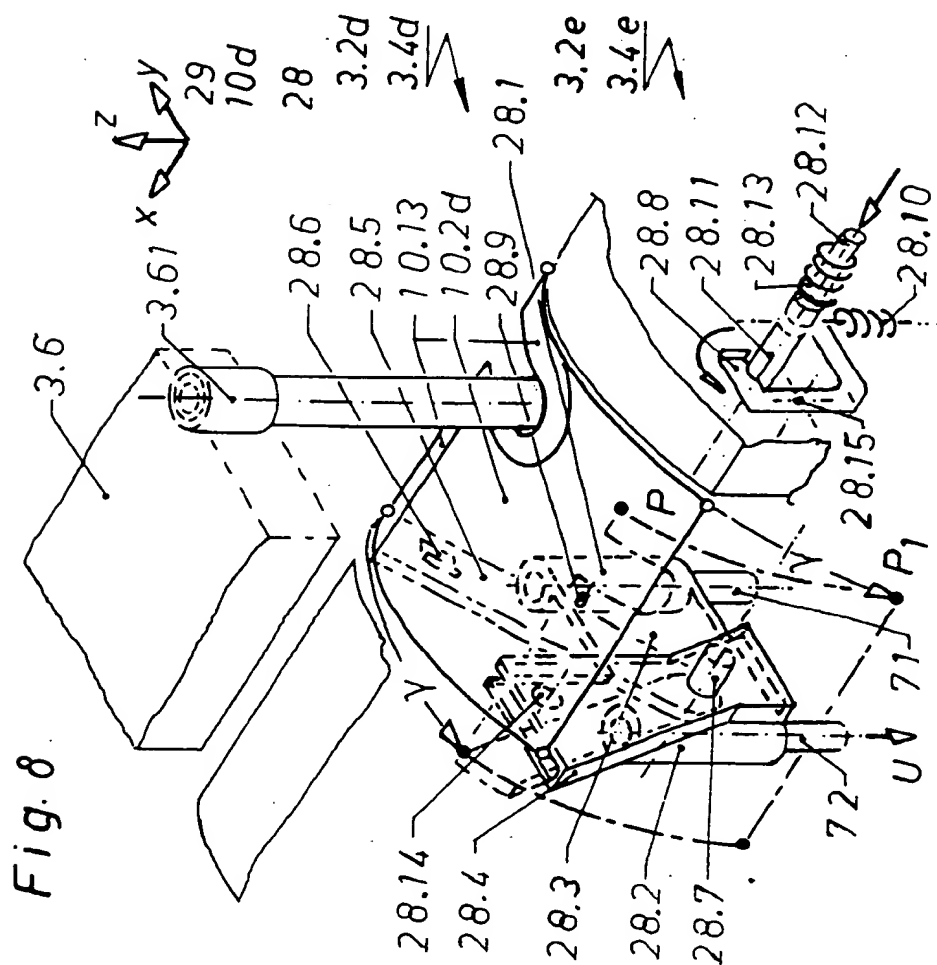
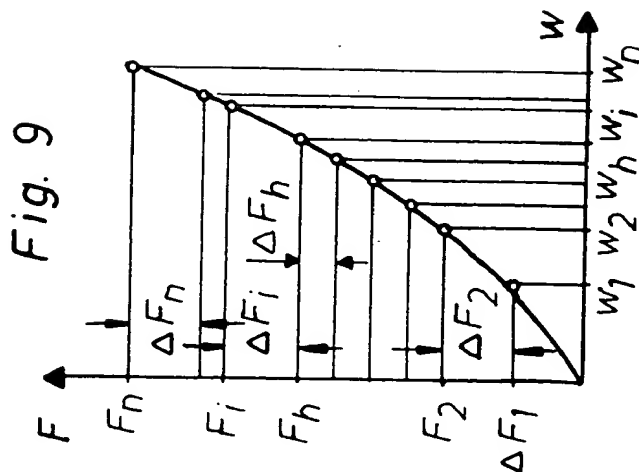


Fig. 5



0002 177 e 1 57/07/94 block 20  
517

Fig. 10

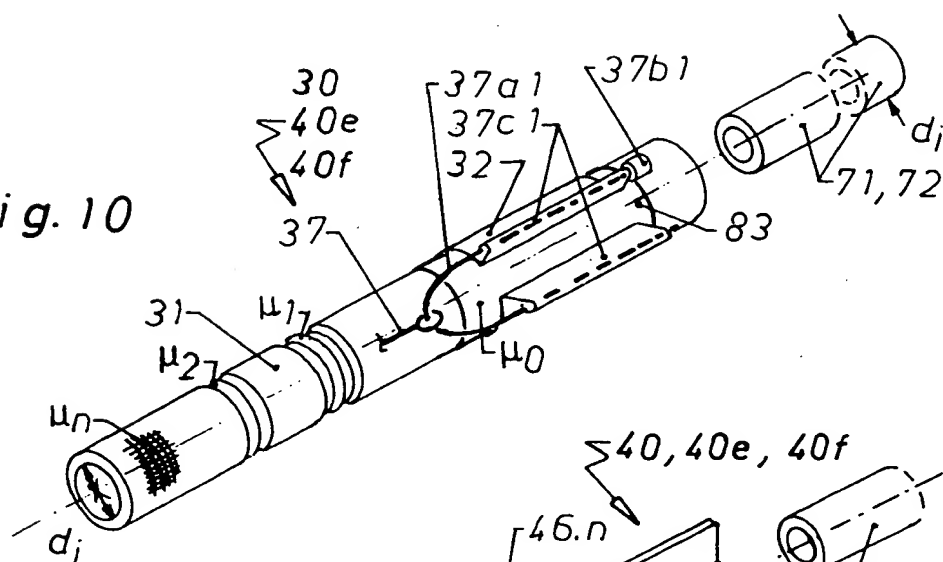


Fig. 11

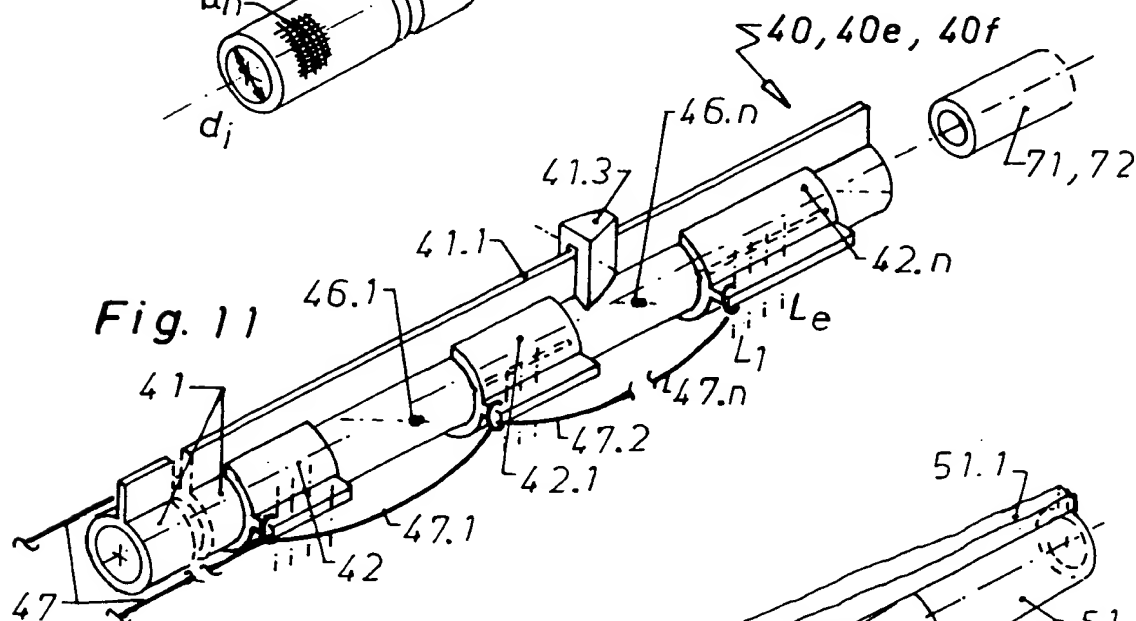


Fig. 12

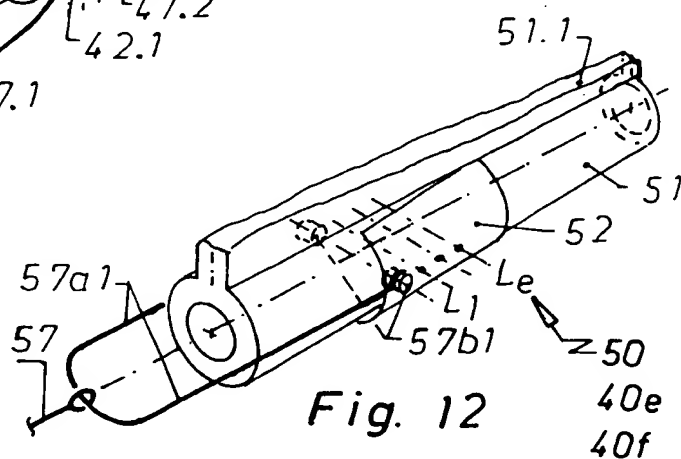


Fig. 11a

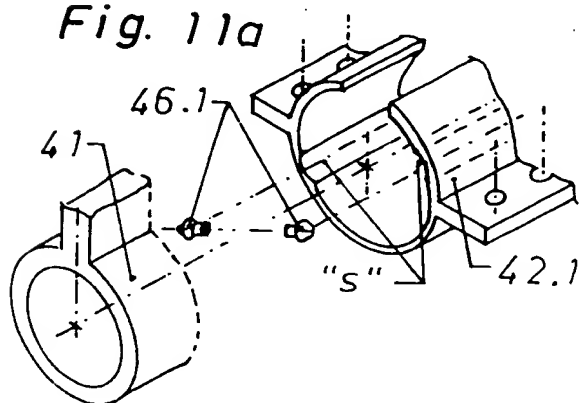


Fig. 13a

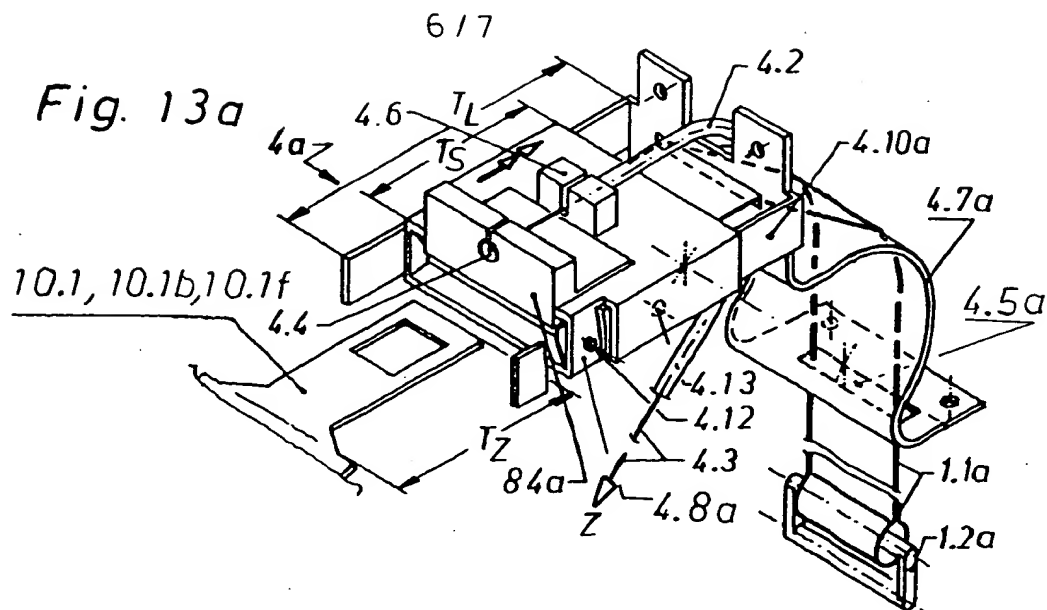


Fig. 13b

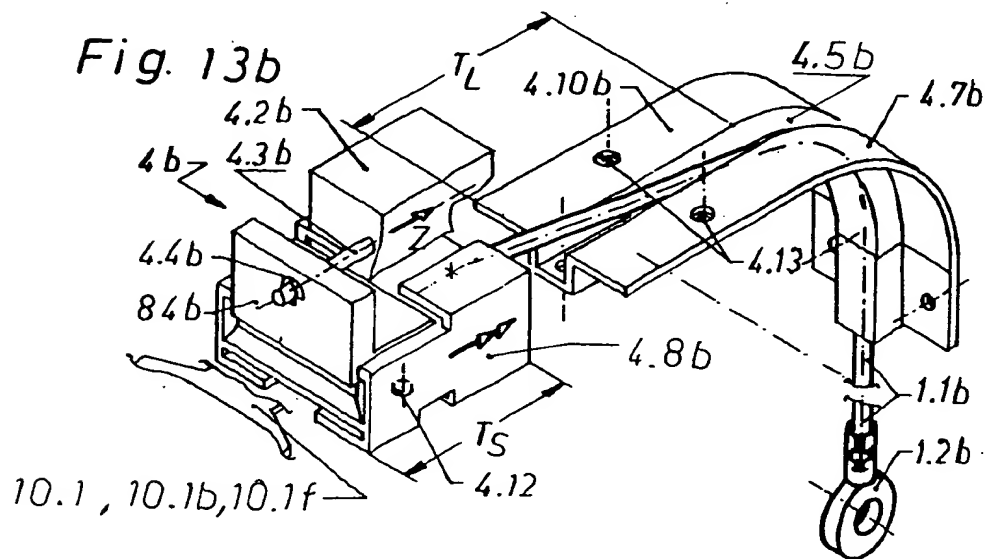


Fig. 13d

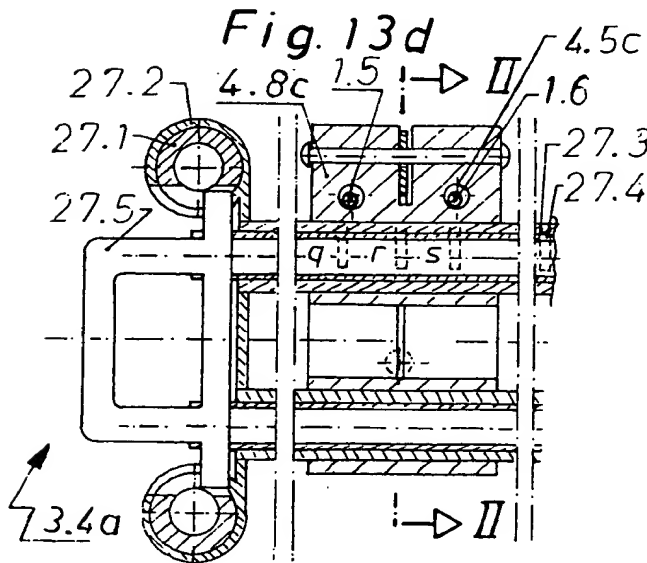


Fig. 13c

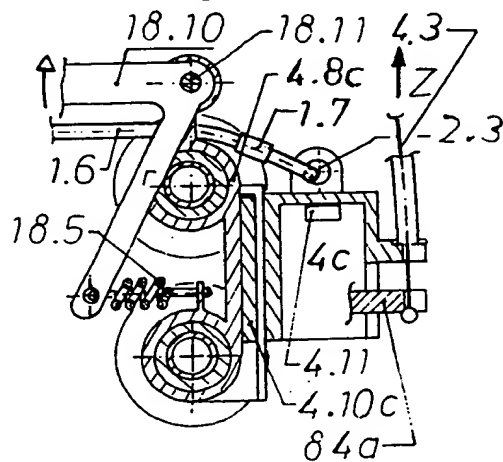


Fig. 14

